

DEVELOPMENT OPPORTUNITY

Request for Expressions of Interest (RFEI)
Maryland Transportation Public-Private Partnership Program (TP3 Program)
(COMAR 11.07.06)

ODENTON MARC STATION AREA

Development Opportunity! The Maryland Transportation Authority (MdTA), on behalf of the Maryland Department of Transportation (MDOT), received an unsolicited proposal for transit oriented development and seeks qualified and experienced developers to submit competing expressions of interest for a development project at the Odenton MARC Station in Anne Arundel County, Maryland. The MdTA according to TP3 Program guidelines is issuing this Request for Expressions of Interest. Detailed information on the TP3 program and submission guidelines can be found on the MdTA website at www.mdt.state.md.us and then by clicking on public private partnerships and "TP3 Guidelines." Conceptual, Phase I proposals should identify development opportunities that support increased use of transit. In addition, the development should feature mixed-use, market-driven opportunities including an advantageous revenue stream to the MDOT. The MDOT and the County are interested in pursuing long-term ground leases on their properties.

A Pre-Response Conference will be held on May 9, 2006 at 10:00 AM at the Maryland Department of Transportation, 7201 Corporate Center Drive, Hanover Maryland 21076 in the Harry Hughes Conference Room. Directions can be found on MDOT's website, and this location is ADA accessible. Interested parties must pre-register for the Pre-Response Conference by May 5, 2006. To register, contact Michelle Martin at 1-866-242-9405.

The site is located primarily south of MD Route 175 and west of MD Route 170, in the vicinity of the proposed Odenton Town Center. The MARC Penn Line serves over 19,000 average daily passengers, with 2,100 average weekday riders boarding at the Odenton MARC Station. The site features approximately 24 +/- acres of State-owned and County-owned land. Other considerations and requirements for the developer include:

Parking –

- Replacement parking must be able to accommodate existing, interim and future demands.
- Due to growing ridership, particularly at the Odenton MARC Station, a new garage(s) must eventually have capacity for 3,500 spaces.
- Need to ensure that there are allocated spaces for special services close to the MARC station platforms (handicap spaces, kiss and ride spaces, bus, etc.)
- Any garage parking fees considered should be fair and cost effective.

Transportation - Consideration should be given to:

- Providing pedestrian access between any parking lots, garages and the station, including crossing (over/under) the railroad tracks, where appropriate.
- Connecting to new/planned/existing hiker/biker trails and providing bike access and storage to the transit station.

- Providing or accommodating off-site transportation improvements needed for the development plan and the MDOT commuter garage, including providing the appropriate frontage/easements for MD 175 improvements (acceleration/deceleration/turning lanes). MDOT needs to be able to weigh the expense of off-site transportation improvements not included in any design proposal to understand the economic benefits to the State.
- Access to the Odenton MARC Station from the Granite site (north parking lot) will need to be addressed.
- Access between the MARC commuter parking lots and the station/platforms should be maintained during any construction, and existing parking capacity must be maintained during all phases of construction.

Financing - A Good Faith effort should be given to explore public financing alternatives relative to the MTA garage and infrastructure.

Property Restrictions -

- Note that some of the property in the Odenton MARC Station area is owned by Amtrak and leased by MARC. Therefore, Amtrak approval would be required or should not be included in the development plans. Further, Amtrak has specialized construction safety and insurance requirements for construction within 50 feet of their nearest track, and must review and approve any proposed construction within or near this area.
- In the area north of MD 175, there is a 26-inch BGE gas transmission line that needs to be considered in any design alternative.
- Concern with development (including parking for the MARC Station) on County owned land as it is likely that there are known wetlands (possibly of Special State Concern) and other resources.
- Designs must incorporate the significant tree at the end of Duckins Street.
- MDE has placed significant restrictions on the development of the Granite site due to water and soil quality evaluations.
- The Lease or other disposition of State and County property for this development will require approval of the Board of Public Works and the County Council of Anne Arundel County, respectively.

Developer Requirements -

- Any development in the vicinity of the Odenton MARC Station and surrounding area would need to address all local, State and Federal permits and regulatory requirements, including NEPA, FTA joint development requirements, etc. In addition to revenue generating potential to the MDOT, proposals will be evaluated using these federal guidelines and detailed information regarding the TP3 Process for submissions, as outlined in the Code of Maryland Regulations (COMAR) 11.07.06. Interested parties should contact the MdTA for site information and a TP3 Program summary. This same information is also available on the MDOT's website at www.mdotrealestate.com.
- Developer must evaluate existing and projected stray current conditions to understand any mitigation necessary to avoid deterioration of the MDOT garage(s).

All interested parties for the Pre-Response Conference on May 9 must pre-register by May 5, 2006. To pre-register, contact Michelle Martin at 1-866-242-9405.

The deadline for submission of proposals is 4 PM on June 9, 2006. All correspondence should be directed to: Maryland Transportation Authority, Attention: Mr. Bruce Gartner, Director of Strategic Development, 2310 Broening Highway, Suite 150, Baltimore, Maryland 21224, by email at bgartner@mdta.state.md.us, or by phone at 410-537-1030. Small and Minority Business Enterprises are encouraged to respond. Proposers submitting to the MdTA are required to deliver fifteen copies of their conceptual proposal to:

Terry E. Niswonger, Chief Procurement Officer
Maryland Transportation Authority
300 Authority Drive, 2nd floor, BID BOX
Baltimore, Maryland 21222